AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (currently amended): A vehicle control method comprising applying vibration to a tire to change a coefficient of friction in at least one of a longitudinal direction and a width direction of the tire ~~friction force~~ between the tire and the surface of a road so as to control the running state of a vehicle wherein the vibration is micro-vibration having a higher frequency than a response frequency of change in a behavior of the vehicle, wherein the vibration is applied in at least one of a revolution direction and width direction of the tire.

2. (canceled).

3. (currently amended): The vehicle control method according to claim 1, wherein the vibration is applied in at least a load support direction of the tire.

4. (previously presented): The vehicle control method according to claim 1, wherein an amplitude of the vibration is modulated to a range of 1 to 2,000 % of the depth of a tread of the tire or the thickness of a top tread of rubber of the tire.

5. (previously presented): The vehicle control method according to claim 1, wherein a frequency of the vibration is modulated to a range of 1 Hz to 1 kHz.

6. (previously presented): The vehicle control method according to claim 1, wherein a frequency of the vibration is modulated to a range of 20 Hz to 1 kHz.

7. (currently amended): The vehicle control method according to claim 1, wherein at least one of an amplitude, a frequency and a phase of the vibration to be applied to the tire in the

~~load support direction or~~ revolution direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

Claims 8-10. (canceled).

11. (new): The vehicle control method according to claim 3, wherein at least one of an amplitude, a frequency and a phase of the vibration to be applied to the tire in the revolution direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

12. (new): The vehicle control method according to claim 4, wherein at least one of the amplitude, a frequency and a phase of the vibration to be applied to the tire in the revolution direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

13. (new): The vehicle control method according to claims 5, wherein at least one of an amplitude, the frequency and a phase of the vibration to be applied to the tire in the revolution direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

14. (new): The vehicle control method according to claim 6, wherein at least one of an amplitude, the frequency and a phase of the vibration to be applied to the tire in the revolution direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

15. (new): The vehicle control method according to claim 3, wherein at least one of an amplitude, a frequency and a phase of the vibration to be applied to the tire in the load support

direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

16. (new): The vehicle control method according to claim 4, wherein at least one of the amplitude, a frequency and a phase of the vibration to be applied to the tire in the load support direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

17. (new): The vehicle control method according to claim 5, wherein at least one of an amplitude, the frequency and a phase of the vibration to be applied to the tire in the load support direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.

18. (new): The vehicle control method according to claim 6, wherein at least one of an amplitude, the frequency and a phase of the vibration to be applied to the tire in the load support direction of the tire, is controlled to minimize a rolling resistance of the tire caused by friction between the tire and the surface of a road at the time of running.